DRAFT
4-6-060 STREET STANDARDS:

A. PURPOSE:

It is the purpose of this Code to establish design standards and development requirements for street improvements to insure reasonable and safe access to ~~developed~~ public and private properties. These improvements include appropriately scaled sidewalks related to the urban context, a range of landscape buffers, curbs, gutters, street paving, monumentation, signage, and lighting, to be developed with complete streets principles. Complete streets principles are to plan, design, and operate streets to enable safe and convenient access and travel for all users – pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers – and to foster a sense of place in the public realm with attractive design amenities. (Ord. 4521, 6-5-1995)

B. ADMINISTERING AND ENFORCING AUTHORITY:

The Administrator of the Department of ~~Public Works~~Community and Economic Development and/or designee ~~are~~is responsible for the general administration and coordination of this Code. (Ord. 5450, 3-2-2009)

C. APPLICABILITY:

The standards in this code section will be used for all public and private street improvements within the City of Renton. Whenever a building permit is applied for ~~under the provisions of the International Building Code for new construction~~, or application made for a short plat or a full subdivision ~~which is located on a property adjacent to public right-of-way~~, then the ~~person applying~~applicant for such ~~building~~ permit shall build and install certain street improvements, including, but not limited to: lighting on all adjacent rights-of-way, and all private street improvements on access easements. The minimum design standards for streets are listed in the following tables. These standards will ~~be used as guidelines for determining~~ determine specific street improvement requirements for development projects, including short plats and subdivisions. (Ord. 5450, 3-2-2009)

D. EXEMPTIONS:

The following exemptions shall be made to the requirements listed in this Section:

1. New construction or addition with valuation less than fifty thousand dollars ($50,000.00).

2. Interior remodels of any value not involving a building addition.

3. The construction of one single family house, or the modification or addition to an existing house if the public street adjacent to the lot under construction is currently used for vehicular access and improved with pavement. If the street does not meet the criteria, then the street must be improved to meet minimum Fire Department Standards.

E. RIGHT-OF-WAY DEDICATION REQUIRED:

1. Dedication Required for Development: Where the existing width for any right-of-way adjacent to the development site is less than the minimum standards listed in subsection F of this Section, additional right-of-way dedication will be required for the proposed development.

2. Amount of Dedication: The right-of-way dedication required shall be half of the difference between the existing width and the minimum required width as listed in subsection F of this Section. In cases where additional right-of-way has been dedicated on the opposite side of the right-of-way from the development site in compliance with this Section, then dedication of the remaining right-of-way width to obtain the minimum width as listed in subsection F of this Section shall be required.

3. Waiver of Dedication: The Administrator may waive the requirement for additional right-of-way dedication pursuant to RMC 4-9-250C, Waiver Procedures, where it is determined by the Administrator that construction of full street improvements are ~~waived and~~ not anticipated in the future.

F. PUBLIC STREET ~~AND SIDEWALK~~RIGHT OF WAY DESIGN STANDARDS:

1. Level of Improvements: The minimum level of street improvements required ~~depends upon the project size as listed in the following table. The project sizes listed shall be for square footage of new building and/or addition to existing buildings, number of units for apartments, or total number of final lots in the proposed plat or short plat.~~are listed in the following tables including but not limited to curbs, planting strips, sidewalks, and lighting..

a. Street Lighting Exemption: No street lighting is required for the following smaller project sizes: 2-4 units for residential; 0-5,000 square feet commercial; or 0-10,000 square feet industrial.

b. Additional Walkway Requirement: A pedestrian walkway to the arterial is required for the following larger project sizes with more than: 20 units residential; 10,000 square feet commercial; or 20,000 square feet industrial.

2. Minimum Standards: All such improvements shall be constructed to the City Standards for Municipal Public Works Construction. Standards for construction shall be as specified in the following table~~s,~~ and by the Administrator ~~or his/her duly authorized representative~~or designee.

a. PUBLIC STREET IMPROVEMENT REQUIREMENTS FOR PRIVATE DEVELOPMENT:

PROJECT SIZE	RIGHT-OF-WAY WIDTH	PAVEMENT WIDTH	SIDEWALKS AND STREET LIGHTING	DISTANCE TO ARTERIAL
2 – 4 units residential 0 – 5,000 sq. ft. commercial 0 – 10,000 sq. ft. industrial	As determined by subsection F2 of this Section.	Provide half pavement width per standard plus minimum 10' – curb required on project side.	Provide sidewalk on project side. No street lighting required.	Minimum 20' pavement to arterial (500' maximum).
5 – 20 residential lots 5,000 – 10,000 sq. ft. commercial 10,000 – 20,000 sq. ft. industrial	As determined by subsection F2 of this Section.	Provide full pavement width per standard – curb required on project side.	Provide sidewalk on project side. Street lighting required on project side.	Minimum 20' pavement to arterial (500' maximum).
More than 20 units residential 10,000 sq. ft. commercial 20,000 sq. ft. industrial	As determined by subsection F2 of this Section.	Provide full pavement width per standard – curb required on project side.	Provide sidewalk on project side. Street lighting required on project side.	Minimum 20' pavement and pedestrian walkway to arterial.

~~b. MINIMUM DESIGN STANDARDS FOR RESIDENTIAL ACCESS STREETS:~~

~~RIGHT-OF-WAY WIDTH~~	~~PAVEMENT~~	~~SIDEWALKS~~	~~OTHER~~
~~50'~~	~~32' paved Parking both sides~~	~~6' sidewalk adjacent to curb both sides~~	~~Combined public detention Street lighting~~

~~c. MINIMUM DESIGN STANDARDS FOR COLLECTOR STREETS:~~

~~RIGHT-OF-WAY WIDTH~~	~~PAVEMENT~~	~~SIDEWALKS~~	~~OTHER~~
~~60'~~	~~36' paved Parking both sides~~	~~5' sidewalks and 5' planting strip on both sides~~	~~Combined public detention Street lighting~~

~~d. MINIMUM DESIGN STANDARDS FOR COMMERCIAL ACCESS STREETS:~~

~~RIGHT-OF-WAY WIDTH~~	~~PAVEMENT~~	~~SIDEWALKS~~	~~OTHER~~
~~60'~~	~~40' paved~~	~~5' sidewalks on the property line~~	~~Combined public detention Street lighting~~

~~e. MINIMUM DESIGN STANDARDS FOR INDUSTRIAL ACCESS STREETS:~~

~~RIGHT-OF-WAY WIDTH~~	~~PAVEMENT WIDTH~~	~~SIDEWALKS~~	~~OTHER~~
~~66'~~	~~44' paved~~	~~5' sidewalks and 5' planting strip on both sides~~	~~Combined public detention Street lighting~~

~~b~~a. **MINIMUM DESIGN STANDARDS TABLE FOR PUBLIC STREETS AND ALLEYS ~~FOR RESIDENTIAL ACCESS STREETS:~~**

Minimum Design Standards (1- see notes)	Functional Classifications: Public Streets and Alleys						
	Principal Arterial	Minor Arterial	Commercial- Mixed Use, Industrial, & Neighborhood Collector Arterial	Commercial- Mixed Use & Industrial Access	Residential Access	Limited Residential Access	Alleys
Structural Design	See Standard Drawing or Pavement section and may be designed using procedures described in the *WSDOT Design Manual,* latest edition.						
Average Daily Vehicle Trips (ADT)	14,000- 40,000	3,000- 20,000	3,000-14,000	0- 3,000	0- 3,000	0- 250	N/A
Right of Way (R-O-W)	4 lanes- 91' 5 lanes- 103' 6 lanes- 113' 7 lanes- 125'	4 lanes- 91' 5 lanes- 103' 6 lanes- 113' 7 lanes- 125'	2 lanes- 83' 3 lanes- 94'	2 lane- 69' 3 lane- 80'	2 lanes- 53'	1 lane- 45'	Res.- 16' Com.- 16'
Sidewalks (2)	8' both sides (3)	8' both sides (3)	8' both sides (3)	6' both sides	5' both sides	5' both sides	None
Planting Strips (4)	8' between curb & walk both sides	8' between curb & walk both sides	8' between curb & walk both sides	8' between curb & walk both sides	8' between curb & walk both sides	8' between curb & walk both sides	None
	Tree grates and hardscape may be substituted for planting strip area if approved by Reviewing Official.				May be reduced if approved by Reviewing Official (5)		
Street Trees	Required, see Street Trees Standards RMC 4-4-070						N/A
Curbs	Curb both sides	Curb both sides	Curb both sides	Curb both sides	Curb both sides	Curb both sides	None
Parking Lanes	Allowed at 8'	Allowed at 8'	8' both sides	8' both sides	6' one side (6)	6' one side (6)	
Bicycle Facilities (7)	All classifications of Arterials will have Class I, or Class II, or Class III bicycle facility.			None	None	None	N/A
Paved Roadway Width, not including parking	4 lanes- 54' 5 lanes- 66' 6 lanes- 76' 7 lanes- 88'	4 lanes- 54' 5 lanes- 66' 6 lanes- 76' 7 lanes- 88'	2 lanes- 30' 3 lanes- 41'	2 lanes- 20' 3 lanes- 31'	2 lanes- 20'	1 lane- 12' (8)	Res.- 12' Com.- 16'
Lane Widths (9)	11'travel lanes, 5' bike lanes, and 12' center left turn lanes.		10' travel lanes, 5' bike lanes, and 11' center turn lanes.	10' travel lanes		1 travel lane- 12' (8)	Res.- 12' Com.- 16'
Center Median	Center median allowed for boulevard treatment and center left turn lane. Width will be width of center left turn lane minus 1-foot from thru traffic travel lanes on both sides. Pull-outs with a minimum 25 foot length required for maintenance and emergency vehicles within the median at intervals of 300-350'						N/A
Pedestrian Bulb-outs	Curb bulb-outs required where on-street parking is located.					N/A	N/A
Intersection Radii (10)	35' turning radius	35' turning radius	35' turning radius (11)	25' turning radius (11)	25' turning radius	25' turning radius	N/A
	At the intersection of two classes of streets, the radius for the higher class street is to be used. Where larger trucks, transit and school buses are anticipated, further design will be required to determine an adequate radius. The minimum curb radius is 15 feet.						
Cul-de-sacs	Limited application per RMC 4-6-060H.				Limited application. See RMC 4-6-060H for pavement and R-O-W widths when permitted.		N/A
Maximum Grades	0.5-8%	0.5-8%	0.5-10%	0.5-15%, greater than 15% only allowed within approved hillside subdivisions.			0.5-15%
Site Access	Determined on a case-by-case basis.	125' from intersection	125' from intersection	N/A	N/A	N/A	N/A
Street & Pedestrian Lighting	Architectural street and pedestrian lighting standards will be established on a case-by-case basis for streets. Street lights above the roadway are required at each corner of a street intersection only. Pedestrian scale lighting is required between street intersections and at each corner of an intersection.						N/A

NOTES AND CONDITIONS: MINIMUM DESIGN STANDARDS TABLE FOR PUBLIC STREETS AND ALLEYS:

(1) Minimum design standards may be altered to allow alternative stormwater management and low impact development techniques within the R-O-W by the Department.

(2) Sidewalk width will be 12 feet both sides in the City Center Community Planning Area. This sidewalk width includes street tree grates for locating street trees.

(3) Sidewalk areas may be required at a wider width to accommodate required multi-use path facilities when a Class I multi-use path is required within a street R-O-W by the Department. The width of a required 5 foot bicycle lane will be transferred to the sidewalk area to create a Class I multi-use path.

(4) Maintenance Responsibilities: Unless otherwise agreed upon by the City of Renton, maintenance of landscaping within the planting strip area, including but not limited to elements such as street trees, turf, softscape, and hardscape, is the responsibility of the adjacent property owner.

(5) Planting strips may be reduced if one of the following conditions are met: a) When R-O-W acquisition is problematic; b) When the grading of natural topography is reduced; or, c) When a permanent alternative landscaped area is provided equal or greater than the allowed planting strip area reduction that is in addition to any minimum existing code requirements.

(6) A second parking lane may be required by the Reviewing Official.

(7) Class II bicycle facilities (bike lanes) included in roadway width for both sides. Bicycle facilities that are shared travel lanes, Class III bicycle facilities, require less roadway width. Class III travel lanes are a minimum of 14 feet.

(8) Requirement: Either fire sprinklers shall be provided as approved by Fire & Emergency Services or a clear roadway area shall be provided for emergency vehicles midblock. All of the clear area must be 20 feet in width for vehicular movement with a minimum length of 50 feet and maximum length of 100 feet, so as to provide emergency access to homes within 150 feet. Along the clear area only, the planting strip would not be required and the clear area will be in place of the landscaping area.

(9) The City may require different lane width dimensions to address safety concerns or to meet state and federal requirements for state routes or grant funding.

(10) Turning radius dimensions represent the vehicle turning path. The smallest curb radius should be used while maintaining the specified turning radius. Lane width and the presence of a bike lane and parking lane affect a vehicle's turning path. On streets with more than one lane in that direction of travel, large vehicles may encroach into no more than one-half of the adjacent travel lane to complete the turn. On Arterials and Collector Arterials, encroachment into oncoming travel lanes is unacceptable. The minimum curb radius is 15 feet.

(11) Turning radius for streets which include industrial access may increase to 50 feet.

3. Length of Improvements: Such improvements shall extend the full distance of such property to be improved upon and sought to be occupied as a building site or parking area for the aforesaid building or~~of~~ platting purposes, and which may ~~adjoin~~ abut property dedicated as a public street.

4. ~~-~~Additional Alley Standards: Alleys may be used for vehicular access, but are not to be considered as the primary access for emergency or Fire Department concerns. Alley access is the preferred street pattern except for properties in the Residential Low Density land use designation. Refer to RMC 4-7-150. ~~Special Design Standards for Arterial Streets: Arterial street rights-of-way shall be sixty feet (60') to one hundred fifty feet (150') in width as may be required by the Administrator or his/her designee. The design standards for arterial streets will be established on a case-by-case basis by the Administrator or his/her designee in accordance with the major arterials and streets plan.~~

~~5. Grades: Grades on arterial streets shall not exceed ten percent (10%), and the grade on any public street shall not exceed fifteen percent (15%), except for within approved hillside subdivisions.~~

~~6~~5. Pavement Thickness: New pavement shall be a minimum of four inches (4") of asphalt over six inches (6") of crushed rock. Pavement thickness for new arterial or collector streets or widening of arterials or collector streets must be approved by the Department. Pavement thickness design shall be based on standard engineering procedures. For the purposes of asphalt pavement design, the procedures described by the "Asphalt Institute's Thickness Design Manual" (latest edition) will be accepted by the Department.

a. Alternate Provisions for Material Construction and Design: Alternate design procedures or materials may be used if approved by the Department through the process listed in RMC 4-9-250E.

~~7~~6. Minimum Sidewalk ~~Width Minimum and~~ Measurements: New sidewalks must provide a minimum of four feet (4') of horizontal clearance from all vertical obstructions. Sidewalk widths ~~listed in the tables~~ include the curb width for those sidewalks constructed ~~adjacent~~ abutting or attached to the curb.

~~8~~7. Curves:

a. Horizontal Curves: Where a deflection angle of more than ten degrees (10°) in the alignment of a street occurs, a curve of reasonably long radius shall be introduced, subject to review and approval of the Administrator.

b. Vertical Curves: All changes in grade shall be connected by vertical curves of a minimum length of two hundred feet (200') unless specified otherwise by the Administrator.

c. Tangents for Reverse Curves: A tangent of at least two hundred feet (200') in length shall be provided between reverse curves for arterials; one hundred fifty feet (150') for collectors and one hundred feet (100') for residential access streets.

~~9~~8. ~~Downtown Core Area~~City Center Planning Area and Urban Design Districts – Special Standards: Greater sidewalk widths may be required in the ~~Downtown Core Area~~City Center Planning Area and Urban Design Districts as part of site plan review for specific projects. The Administrator may require that sidewalks be extended from property line to the curb with provisions made for street trees and other landscaping requirements, street lighting, and fire hydrants.

~~10~~9. Vehicular Access and Connection Points To and From the State Highway System:

a. Chapter 47.50 RCW is hereby adopted by reference to provide for the regulation and control of vehicular access and connection points of ingress to and egress from the state highway system within the incorporated areas of the City of Renton.

b. Pursuant to the requirements and authority of Chapter 47.50 RCW, there is hereby adopted by reference the provisions of Chapters 468-51 and ~~458~~468-52 WAC, together with all future amendments, in order to implement the requirements of Chapter 47.50 RCW.

c. At least one (1) copy of each law, rule or regulation adopted hereby is on file with the City Clerk and available for inspection by the public. (Ord. 5413, 10-13-2008)

G. COMPLETE STREETS:

1. Complete Streets: The City of Renton will plan for, design, and construct transportation projects to appropriately provide accommodations for pedestrians, bicyclists, and transit riders of all ages and abilities, and freight and motor vehicles, including the incorporation of such facilities into transportation plans and programs.

2. Exemptions: Pedestrian and bicycle facilities are not required to be established when it is concluded by the Administrator that application of complete streets principles is unnecessary or inappropriate:

a. Where their establishment would be contrary to public safety; or

b. When the cost would be excessively disproportionate to the need or probable use; or

c. Where there is no identified long-term need; or

d. Where the establishment would violate Comprehensive Plan policies; or

e. Where the Administrator grants a documented exemption which may only be authorized in specific situations where conditions warrant. Such site-specific exemptions shall not constitute general changes to the minimum street standards established in this chapter RMC 4-6-060.

~~G~~H. DEAD END STREETS:

1. ~~When Permitted~~Limited Application: Cul-de-sac and dead end streets are limited in application and may only be permitted by the Reviewing Official where due to demonstrable physical constraints no future connection to a larger street pattern is physically possible. ~~Dead end streets are permitted where through streets are determined by the Department not to be feasible. For other circumstances, dead end streets may be approved by the Department or Hearing Examiner as part of the plat approval of site plan approval for a proposed development.~~

2. Cul-de-Sacs and Turnarounds When Permitted – Minimum Requirements: Minimum standards for dead end streets, ~~when~~ if approved by the Department, are as follows:

LENGTH OF STREET	TYPE OF TURNAROUND
For up to 150' in length	No turnaround required.
From 150' to 300' in length	Dedicated hammerhead turnaround or cul-de-sac required.
From 300' to 500' in length	Cul-de-sac required.
From 500' to 700' in length	Cul-de-sac required. Fire sprinkler system required for houses.
Longer than 700' in length	Two means of access and fire sprinklers required for all houses beyond 500'.

3. Turnaround Design: The hammerhead turnaround shall have a design approved by the Administrator and ~~the Bureau of Fire Prevention~~Fire and Emergency Services.

4. Cul-de-Sac Design: Cul-de-sacs shall have a minimum paved and landscaped radius of forty five feet (45') with a right-of-way radius of fifty five feet (55') for the turnaround. A landscaped center island with a radius of twenty feet (20') delineated by curbing shall be provided in the cul-de-sac. The landscaping shall be maintained by the homeowners' association or adjacent property owners. The cul-de-sac turnaround shall have a design approved by the Administrator and ~~the Bureau of Fire Prevention~~Fire and Emergency Services.

5. Secondary Access Requirement: Secondary access for emergency equipment is required when a development of three (3) or more buildings is located more than two hundred feet (200') from a public street.

6. Waiver of Turnaround: The requirement for a turnaround or cul-de-sac may be waived by the Administrator with approval of ~~the Bureau of Fire Prevention~~Fire and Emergency Services when the development proposal will not create an increased need for emergency operations pursuant to RMC 4-9-250C, Waiver Procedures.

~~H. ALLEY STANDARDS:~~

~~1. Access Purpose: Alleys may be used for vehicular access to the adjacent lots, but are not to be considered as primary access for emergency or Fire Department concerns.~~

~~2. Minimum Alley Design Standards:~~

~~ZONING TYPE~~	~~ROW WIDTH~~	~~PAVING WIDTH~~
~~All Residential~~	~~16 feet~~	~~14 feet~~
~~Commercial~~	~~16 feet~~	~~16 feet~~
~~Downtown Core Area and Industrial~~	~~20 feet~~	~~20 feet~~

I. STREET AND PEDESTRIAN LIGHTING STANDARDS:

1. Lighting Design: Architectural street and pedestrian lighting standards will be established on a case-by-case basis for streets ~~corridors~~.

2. Lighting Location: Street lighting is only required at street intersections, where each corner of the intersection shall have a street light. Pedestrian lighting for pathways shall be installed between intersections along streets and at intersection corners.

~~1~~3. Average Maintained Illumination: The street lighting shall be constructed to provide average maintained horizontal illumination as illustrated below. The lighting levels shall be governed by roadway classification and area zoning classification. Values are in horizontal foot-candles at the pavement surface when the light source is at its lowest level.

	Commercial- Mixed Use	**Industrial**	**Residential**
Principal Arterial	2.0	2.0	1.0
Minor Arterial	1.4	1.2	0.6
Collector ~~Street~~Arterial	1.2	0.9	0.6
~~Local~~ Access Streets	0.9	0.6	0.2

~~2~~4. Uniformity Ratios: Uniformity ratios for the street lighting shall meet or exceed four to one (4:1) for light levels of 0.6 foot-candles or more and six to one (6:1) for light levels less than 0.6 foot-candles.

~~3~~5. ~~Guidelines~~Construction Standards: Street lighting systems shall be designed and constructed in accordance with the City publication, "Guidelines and Standards for Street Lighting Design of Residential and Arterial Streets".

J. PRIVATE STREETS:

1. When Permitted: Private streets are allowed for access to six (6) or fewer lots, provided at least two (2) of the six (6) lots abut a public right-of-way. Private streets will only be permitted if a public street is not anticipated by the ~~Planning/Building/Public Works~~ Department to be necessary for existing or future traffic and/or pedestrian circulation through the subdivision or to serve adjacent property.

2. Minimum Standards: Such private streets shall consist of a minimum of a twenty six-foot (26') easement with a ~~twenty-foot (20') pavement width~~twelve-foot (12') pavement width. The private street shall provide a turnaround meeting the minimum requirements of this Chapter. No sidewalks are required for private streets; however, drainage improvements per City Code are required, as well as an approved pavement thickness (minimum of four inches (4") asphalt over six inches (6") crushed rock). The maximum grade for the private street shall not exceed fifteen percent (15%), except for within approved hillside subdivisions. The land area included in private street easements shall not be included in the required minimum lot area for purposes of subdivision.

3. Signage Required: Appurtenant traffic control devices including installation of traffic and street name signs, as required by the ~~Planning/Building/Public Works~~ Department, shall be provided by the subdivider. The street name signs will include a sign labeled "Private Street."

4. Easement Required: An easement will be required to create the private street.

5. Timing of Improvements: The private street must be installed prior to recording of the plat unless deferred. (Ord. 5100, 11-1-2004)

K. SHARED DRIVEWAYS:

~~1. When Permitted: A shared private driveway may be permitted for access to two (2) lots. The private access easement shall be a minimum of twenty-foot (20') in width, with a minimum of twelve-foot (12') paved driveway.~~

When Permitted: A shared private driveway may be permitted for access up to a maximum of four (4) lots. Up to three (3) of the lots may use the driveway as primary and emergency access. The remainder of the lots must have physical frontage along a street for primary and emergency access and shall only be allowed vehicular access from the shared private driveway. The private access easement shall be a minimum of sixteen feet (16') in width, with a maximum of twelve feet (12') paved driveway. Minimum turnaround requirements for emergency access to lots can be found in RMC 4-6-060.H.

L. TIMING FOR INSTALLATION OF IMPROVEMENTS:

No building shall be granted a certificate of final occupancy, or plat or short plat recorded, until all the required street improvements are constructed in a satisfactory manner and approved by the responsible departments unless those improvements remaining unconstructed

have been deferred by the ~~Public Works~~ Administrator or ~~his/her~~ designee and security for such unconstructed improvements has been satisfactorily posted. (Ord. 5156, 9-26-2005; Ord. 5450, 3-2-2009)

M. PLAN DRAFTING AND SURVEYING STANDARDS:

The construction permit plans for street improvements shall be prepared and surveyed in conformance with the Department's "Construction Plan Drafting Standards", surveying standards and the City's "Standard Specifications for Municipal Construction", and standard detail documents.

N. REVIEW OF CONSTRUCTION PLANS:

1. Submittal: All street improvement plans prepared shall be submitted for review and approval to the Department. All plans and specifications for such improvements are to be submitted at the time application for a building permit is made or, for plats, prior to construction (street/utility) permit issuance.

2. Fees and Submittal Requirements: All permits required for the construction of these improvements shall be applied for and obtained in the same manner and conditions as specified in chapter 9-10 RMC, relating to excavating or disturbing streets, alleys, pavement or improvements. Fees shall be as stipulated in RMC 4-1-180~~B1, C4 and C5~~. Money derived from the above charges shall be deposited to the General Fund. Half of the fee is due and payable upon submittal for a construction permit application, and the remainder is due and payable prior to issuance of the construction permit.

3. Cost Estimate Required: The applicant will be required to submit a cost estimate for the improvements. This will be checked by the Department for accuracy.

O. INSPECTIONS:

~~1.~~ Authority and Fees: The Department shall be responsible for the supervision, inspection and acceptance of all street improvements listed in this Section, and shall make a charge therefor to the applicant.

P. LATECOMER'S AGREEMENTS:

1. Latecomer's Agreements Authorized: Any party extending utilities that may serve other than that party's property may request a latecomer's agreement from the City. Where a development is required to construct street improvements that may also be required by other developments or by future development of other parcels in the vicinity, then the developer may request establishment of a latecomer's agreement to reimburse the developer for all initial costs of the improvements.

2. Process for Latecomer's Agreements: The procedure to follow in making application for the latecomer's agreement and the steps to be followed by the City are as detailed in chapter 9-5 RMC.

Q. VARIATIONS FROM STANDARDS:

1. Alternates, Modifications, Waivers, Variances: See RMC 4-9-250.

2. Half Street Improvements:

a. When Permitted: Half street improvements may be allowed for a residential access street by the Administrator or ~~her/his~~ designee when it is determined that the adjacent parcel of property has the potential for future development and dedication of the right-of-way necessary for the completion of the street right-of-way.

b. Minimum Design Standards: The right-of-way for the half street improvement must be a minimum of thirty-five feet (35') with twenty-eight feet paved (~~28~~20'). A curb, planting strip area, and ~~a six-foot (6')~~ sidewalk shall be installed on the development side of the street according to the minimum design standards for public streets. If the street ~~will require a~~is permitted a cul-de-sac, then the right-of-way for the half of the cul-de-sac shall be dedicated, with installation of a temporary hammerhead turnaround. The property shall also dedicate easements to the city for street lighting and fire hydrants. Additional easements shall be provided for the franchise utilities outside of the dedicated right-of-way.

c. Standards for Completion of the Half Street: When the adjacent parcel is platted or developed, ~~an additional fifteen feet (15') of right-of-way~~ the additional right-of-way width needed to complete the type of street classification shall be dedicated from the developing property. The pavement shall then be widened to ~~thirty-two feet (32')~~ the width needed to complete the type of street classification ~~in total width~~, ~~and a~~ curb, planting strip, and ~~six foot (6') wide~~ sidewalk shall be installed on the developing side of the street. If the street is a dead end street requiring a cul-de-sac, then the developing parcel shall dedicate the remainder of the right-of-way for the cul-de-sac and construct the final complete cul-de-sac, including curb, ~~and~~ sidewalk, and other required improvements.

~~3. Reduced Right-of-Way Dedication:~~

~~a. When Permitted: The Department may approve a reduction in the required right-of-way width for residential access streets for new streets within a short plat or subdivision to forty-two feet (42') when the extra area from the reduction is used for the creation of an additional lot(s) which could not be platted without the reduction; or when the platting with the required right-of-way width results in the creation of lots with less than one hundred feet (100') in depth.~~

~~b. Additional Easements: The Department may require additional easements be provided for the franchise utilities outside of the dedicated right-of-way when such a right-of-way reduction is approved. In no case shall a reduction in the required right-of-way width be approved unless it is shown that there will be no detrimental effect on the public health,~~

~~safety or welfare if the right-of-way width is reduced, and that the full right-of-way width is not needed for current or future development.~~

R. DEFERRAL OF IMPROVEMENT INSTALLATION:

See RMC 4-9-060.

S. APPEALS:

Any decisions made in the administrative process described in this Section may be appealed to the Hearing Examiner pursuant to RMC 4-8-110.

T. VIOLATIONS OF THIS SECTION AND PENALTIES:

Unless otherwise specified, violations of this Chapter are misdemeanors subject to RMC 1-3-1. (Ord. 4521, 6-5-1995; Ord. 5159, 10-17-2005; Ord. 5457, 5-18-2009)